

Pyrola, Pyrola, Pyrola.

PERFUME OF EXQUISITE FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 Cash of 375 lbs. Net ex Factory.

\$3.30 Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901. [19]

KELLY & WALSH, LD.

JUST LANDED.
Ex s.s. *Chusan*.

CHRISTMAS NUMBER OF

"GRAPHIC,"

"ILLUS. LONDON NEWS,"

"ILLUS. SPORTING & DRAMATIC NEWS,"

"SKETCH,"

"BLACK & WHITE,"

"PEARS' ANNUAL."

With Coloured Plates ... 75 cents each.

Hongkong, 27th November, 1901.

WILLIAM POWELL, LIMITED.

28 & 34, QUEEN'S ROAD.

DRESSMAKING.

WINTER JACKETS AND CAPES.

WINTER HOSIERY AND GLOVES.

TOYS AND XMAS PRESENTS,

IN ENORMOUS VARIETY.

The largest stock of all the above goods in the

East.

955c] E. G. HECKFORD, Manager.

THE ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT

OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-

tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen

Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and

Hotels in Hongkong.

Hongkong, 25th Nov. 1901. [777c]

To-day's Advertisement.

THEATRE ROYAL,
CITY HALL.

THE
EMPIRE COMEDY
COMPANY.

TO-NIGHT I TO-NIGHT II

The one act Farce Comedy

MULDOON'S PICNIC.

Produced and arranged by Steve Adson.

Michael Muldoon (a well to do Irishman),
Mr. STEVE ADSON.

Dennis Mulcahey (His friend),
Mr. GUS GREGORY.

Parson Harrison Mr. H. Huxham.

Timmy O'Brien Mr. W. Horley.

Charley Lovelace Mr. J. Leon.

Policeman X.Y.Z. Mr. F. Wylie.

Mrs. Muldoon Miss Julie Cleveland.

HER DAUGHTERS.

Ella Muldoon Miss Jessie Thorne.

Jenny Muldoon Miss Florence Adelaide.

FRIENDS OF THE FAMILY.

Daisy McGiffen Miss Ruth Davis.

Annie Rooney Miss Amy Bailey.

Minnie McSweeney Miss Florrie Bailey.

Pollie McKenna Miss Doris Tinsley.

Friends, Guests, Policeman, &c.

Scene:—Muldoon's Drawing Room. During the

progress of the play songs will be rendered by

Miss Emmie Smith, Miss Maud Albert, M. J.

Leon and Mr. Steve Adson.

To be followed by a

GRAND OLIO,

introducing

GREGORY AND HORLEY,

on their Marvellous Act of

HAND BALANCING,

and a host of Novelties.

TIME AND PRICES AS USUAL.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

Hongkong, 30th November, 1901. [1301c]

To-day's Advertisement.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above

LODGE will be held at the FREE-

MASONS' HALL, Zetland Street, TO-NIGHT,

the 2nd instant, at 8.30 for 9 P.M., precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 2nd December, 1901. [1277c]

ORGAN RECITAL

TO BE GIVEN BY

MR. GEORGE GRIMBLE,

AT THE

UNION CHURCH,

THURSDAY, the 5th December, 1901,

at 5.30 P.M.

1. Offertoire in G Major Lefebure-Wely.

2. Tenor Solo Mr. F. GOLDRING.

3. Cornet and Organ Sullivan.

Cornet—Baudmeister SHARP.

H.M.S. *Glory*

4. Soprano and Baritone Duett Smart.

itone Duett "My Shepherd" Mrs. ANDERSON and Mr. G. H. ARDRON.

5. Organ Solo G. BRAGA.

Serenade "The Angel's"

6. Soprano Solo Mendels.

John. "Jerusalem thou that kildest the"

Prophets" (St. Paul)

Mrs. MUIDE

7. Organ Solo G. Gol-

termann. "Andante from Grand Duo for Cello

and Piano" op. 25

8. Soprano Solo Francis

Allinson. "A Song of Thanks"

Mrs. ANDERSON.

Hongkong, 2nd December, 1901. [1309c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the

above Port, TO-MORROW, the 3rd instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS L. L. PRAIR & Co.,

General Managers.

Hongkong, 2nd December, 1901. [1305c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the

above Ports, TO-MORROW, the 3rd instant,

at 3 P.M.

For Freight or Passage, apply to

DOUGLAS L. L. PRAIR & Co.,

General Managers.

Hongkong, 2nd December, 1901. [1306c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"VIKSANG,"

Captain McClure, will be despatched as above

on FRIDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 2nd December, 1901. [1310c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the

above Ports, on SUNDAY, the 8th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

To-day's Advertisement.

IN THE MATTER OF THE ESTATE OF
BEHERAM ADUR ERANEE, Deceased.

NOTICE is hereby given that by an Order

of the Supreme Court of Hongkong

made in the above Matter on the 20th day of

November, 1901, under Section 48 of "The

Probates Ordinance, 1897," the 20th day of

February, 1902, has been limited by the afore-

said Court as to the time within which Creditors

and others are to send in their Claims against

the Estate of BEHERAM ADUR ERANEE, late

of Victoria in the Colony of Hongkong, Gentle-

man, deceased (who died on the 27th day of

August, 1901, and whose will was proved by

the Undersigned, two of the Executors therein

named, in the Registry of the aforesaid Court

on the 16th day of September, 1901).

All Creditors and other persons having any

debts claims or demands against the Estate of

the said deceased are hereby required to send

particulars of their claims or demands to us the

Undersigned or to Mr. H. K. HOLMES, our

Solicitor, on or before the said 20th day of

February, 1902, after which day we will proceed

to distribute the assets of the said deceased

amongst the parties entitled thereto having

regard only to the claims of which we shall

then have had notice and we will not be liable

for the assets or any part thereof so distributed

to any persons of whose debt or claim we shall

not then have had notice.

Dated this 20th day of November, 1901.

WAMJEE H. ARIANEE,

HORMUSJEE K. ERANI,

Executors of the said deceased,

54 & 56, Queen's Road Central.

1307c]

NIPPON YUSEN KAISHA.

NOTICE.

DURING my TEMPORARY ABSENCE

from this Colony, Mr. T. S. TAKAYANAGI

will take charge of the Company's business at

this Port.

A. S. MIHARA,

Manager.

Hongkong, 2nd December, 1901. [1308c]

TO LET.

No. 2, ORMSBY TERRACE, from 1st

February, 1902.

No. 5, ORMSBY TERRACE, from 1st

January, 1902.

Apply to

PUN HUNG,

85, Queen's Road Central.

Hongkong, 2nd December, 1901. [751c]

For Sale.

NOW READY.

THE

SPECIAL DESCRIPTIVE

AND

STATISTICAL EDITION

OF THE

"HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 60 CENTS.

Those desirous of obtaining copies should

order early, as only a limited number

has been struck off and a Second Edition

cannot be printed.

The Special Edition will be mailed to any

address on receipt of 50 cents to cover cost

and Postage.

Hongkong, 2nd May, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 2, 1901.

REUTER'S TELEGRAMS.

MARQUIS ITO IN RUSSIA.

LONDON, November 29th.

Marquis Ito has had a special audience

with the Tsar, at which Count Lamsdorff,

Russian Minister of Foreign Affairs, was

present.

THE SOUTH AFRICAN WAR.

MR. RITCHIE ON PEACE

CONDITIONS.

The Right Honourable C. T. Ritchie

speaking at Croydon, said that Lord

Salisbury's pronouncement that no shred of

independence would be left to the Boers

had been misunderstood. We were unable

to again offer the Boers the terms for peace

already rejected by them, but if their General

would accept our promise to give them a

representative government at some future

time, this would form the basis for the

conclusion of peace.

LATER.

THE BORNEO DINNER.

Mr W. C. Cowie, a director of the British

North Borneo Company, speaking at the

Borneo dinner, said that he was more hope-

ful than ever of success in developing the

which in view of what has transpired during the last two years seems necessary—is to be appointed to report upon the staff and working of the department. These are, at any rate, signs that the Administration is at last beginning to wake up; and, let us hope, the forerunners of other reforms for which the colony has been waiting so long.

H. M. S. "MARATHON."

AN EVENTFUL COMMISSION.

The cruiser *Marathon*, commanded by Captain Field, goes home to-day (Nov. 2) after completing a commission that has given her the busiest time during the three years of any British warship afloat. Twice within the last two years she has been very near actual fighting, all preparations having been made, and throughout the commission she has been employed on most interesting but arduous work for her officers and crew. Commissioned on the 2nd June 1898, the *Marathon* arrived on the East Indies Station in July. Immediately after reaching Bombay, she proceeded to Mauritius and spent a couple of months in the usual summer cruise with the flag. From Mauritius she went to the Maldives Islands, where she ran aground, but got off easily, and on coming up to Bombay the vessel went into dock.

After a stay of not more than a month or two she proceeded to Aden, where the Christmas of 1898 was spent. Returning to Bombay, after a short time she was despatched to Colombo and Trincomalee. The whole of the summer of 1899 was spent at Ceylon, and then the *Marathon* returned to Bombay, shortly before the outbreak of war in South Africa. As soon as hostilities began the ship was ordered to Aden, and for about three months was engaged in patrol work in the Straits of Bab-el-Mandeb on the look out for vessels carrying contraband of war. She stopped one ship at Aden and detained her for seven days, taking out the whole of her cargo, but no contraband was found. Coming back to Bombay, the cruiser had been about a month in dock, when the Chinese trouble broke out and the *Marathon* was ordered to the Far East. Her departure was delayed for a fortnight, and she left for China on the 13th July last year. She went as fast as she could go, and after calling at Colombo and Singapore reached Hongkong in fourteen days. The cruiser was at once ordered north to Chusan, afterwards proceeding up the Yangtze a distance of 600 miles to Hankow. In this the *Marathon* established a record, for no vessel of her size had previously navigated the great Chinese river for such a distance. Her officers and crew made all preparations for the protection of Europeans, and were ready to bring them away in case of need. No men were landed from the ship, but every arrangement was made in case of such an eventuality, guns being even landed. The *Marathon* remained in the neighbourhood of Hankow for about three months. She left in the beginning of October when matters had quieted and steamed easily down the river, calling at several places en route, and always on the look out for Europeans who might need assistance.

On reaching Wu Sung in the mouth of the river, the *Marathon* was despatched to Hongkong again, another ship having been sent to relieve her. Subsequently she received orders to return to the East Indies Station, and on the way experienced a very rough time. Between Hongkong and Singapore she struck a typhoon and for forty-eight hours was absolutely helpless. She was obliged to heave to, but though the experience severely tried the vessel, she managed eventually to reach Singapore without damage.

After staying a few days at Singapore she proceeded to meet the flag, and thereafter went on to Trincomalee where she stayed for three or four months. In April this year she formed part with the flagship and the *Pomona*, of the Naval Squadron which met the Duke and Duchess of Cornwall on their visit to Ceylon. On the 17th April the *Marathon* left Colombo for Bombay, and after a week there left on the 1st May for the Persian Gulf. Even in those waters during the past few months have been of an interesting nature, and the *Marathon* has been in the midst of whatever excitement has been going. The cruiser was in the Gulf from the beginning of May till the middle of October, with the exception of a spell of about ten days in August at Karachi. Most of the time was spent at Bushire and Koweit.

During the stay at Karachi in August came reports of the trouble between Sheikh Mahabourak and the Amir of Nejd. The *Pomona* was first despatched to Koweit and the *Marathon* followed her. The news received at Karachi was that the Amir of Nejd was about to attack Koweit with a big force and that Turks had a large force at Baghdad. The British ships went to Koweit to protect the Sheikh. Then came the incident of the Turkish ship which attempted to land troops, but decided to return to Fao after the threatening preparations made by the commander of the *Pomona*. The commander of the Turkish ship referred to his Government, and the matter was ultimately settled by an agreement between the British Government and the Porte, by which the former undertook to restrain Mahabourak from attacking the Amir of Nejd, and Turkey agreed to prevent aggression by the latter.

Before that arrangement was announced every preparation had been made by the British ships to defend Koweit, even to arming Mahabourak's dhows. This latter measure was rendered necessary because it was deemed advisable to have guns available in case of operations close in shore, the cruisers not being able to get within several miles of the town. Although there was no actual fighting, the officers and crew of the *Marathon* had in these

circumstances a great deal of work in making ready for possible eventualities.

The vessel returned to Bombay last week and leaves to-morrow for home. She will reach England early in December, and will pay off after a commission extending over three years and six months. She will be relieved at Aden by H. M. S. *For*, which is now on her way out.—Ex.

GERMAN EMIGRATION TO KIAO-CHOW.

General von Hanneken contributes to the *Lokalanzeiger* an article on the prospects of German emigration to China, and particularly to the German military settlement at Kiao-chow. The country, he says, is so thickly populated that there is no room for German agricultural labourers or artisans without capital. On the other hand, there are good opportunities for fairly well-to-do agriculturists, engineers, and people of that class. The Chinese are very apt pupils both in business and in agriculture. German farmers with capital might advantageously put themselves in communication with well-to-do Chinese with a view to the purchase of land, and they would also find that business connections of that kind would help them to obtain a supply of native labour. There is an opening for artisans who are able to establish factories and workshops of their own. Tailors and shoemakers might drive a profitable trade by supplying the wants of Europeans, who are at present dependent upon the inferior workmanship of Chinese. General von Hanneken describes these prospects as very favourable for German emigration, but on this point there is, perhaps, room for difference of opinion.

THE MYTHICAL GOLD FIELDS OF CHINA.

In his recent address before the California Ministers' Association, President Jordan of Stanford surprised the assemblage by the declaration that there is a young graduate of the university receiving a salary of \$33,000 a year as a mining expert. That man arrived in San Francisco the other day on his way from Tientsin to London, whither he has just been called to be junior partner in the firm of Bewick, Mording & Co., perhaps the most notable mining syndicate in the world. His name is Herbert C. Hoover. He worked his way through Stanford University, graduating with the pioneer class in 1895, and now, at the age of 28, is reputed to be the highest salaried man of his years in the world.

Hoover had an office in the Mills building in San Francisco, then went to Coolgardie in Western Australia, and was there two years at a salary of \$15,000 per annum in charge of rich properties of a London syndicate, and later went to China for another syndicate at \$20,000 a year. Recently he has been receiving \$33,000.

After three years' expert exploration in China he has sold out his interest in a coal mining company there for \$1,500,000, and has come back to America with the declaration that there are no gold mines in China worthy of exploration, but that the country is the richest in the world in coal, and that the company he was interested in has begun constructing a great harbor, purchased twelve large steamers, and intends to land coke in San Francisco at \$6 a ton for ore smelting purposes and carry back cheap freights to the China markets.

"As to gold mining in China," said Hoover, "I with my assistants—all California men—acting on behalf of the Board of Mines of the Chinese Government, devoted two years to exploration in Chihli, Shantung and Shanai provinces and Manchuria, looking especially for precious metals. Theoretically the precious metals are the property of the Emperor, and private individuals are not allowed to mine. Practically the Chinese mine everything that contains a color of metal as far as their appliances permit. The Chinese have, according to their histories, mined gold in these regions for more than 1000 years. The striking feature about Chinese mining is that a Chinese farmer, working in the winter time, when otherwise he would be idle, will keep going if he can get two cents a day. And he will work down to water-level gold quartz veins five inches wide worth but \$3 a ton. If we would take any given region in California and work all the veins of that size we would have the country simply dotted with mining dumps, and in any given region the percentage of gold-bearing veins over five inches wide which would pay by modern methods would probably not be one in 1000. Then if we consider that such workings are all covered in we have the condition of things in North China. For the engineer or prospector to know anything of the value of that country is impossible unless a shaft be sunk and a pump erected on each ancient working. With a proportion of success in 1000 of such expensive operations it is evident that there is a peculiar bar to the development of China's precious metals. The Chinese Gold Mining Company by expending \$1,000,000 and making 300 shafts found one small mine that might pay by our methods."

"In coal China possesses greater resources than any other country in the world, both bituminous and anthracite. In the provinces of Shansi, Chihli and Honan there are fully 8000 square miles of horizontal beds. The bituminous coal occurs in almost every province, and in some instances is of fine coking qualities. This coal will be a factor on the Pacific Coast later on, for China can supply coke landed here at a rate which will make possible the smelting of iron in California. The Chinese Engineering and Mining Company, of which I have been general manager, is operating a bituminous coking coal field in Chihli province, sixty miles from Tientsin, constructing a harbor at Ching Wan Tow, seventy miles from the mines, and preparing to ship coke to San Francisco, delivering it there at not over \$6 a ton. Cheap labor and cheap back freights instead of ballast will make this possible. The effect on Pacific Coast trade should be considerable, as there is a lack of back loading to China, and therefore, high outward freight rates."

"GIRAULT for the best and GREAT-EST ASSORTMENT OF CONFECTIONERY."

GIRAULT'S GREAT SPECIALTY COFFEE ground on the PREMISES.

Hotels.

GO TO THE KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

SWATOW HOTEL,
SWATOW.

VISITORS to Swatow will find comfortable and well furnished accommodation. Shooting parties will find every facility. House Boat, &c., everything to secure comfort as well as sport. Cuisine Excellent, Prompt Attention, Billiards, Music Saloon. Terms moderate.
F. HYDE, Proprietor.

Intimations.

Diss & Gillings,
14, Des Vaux Road, (Two doors from the Hongkong Hotel).

HIGH CLASS TAILORS AND BREECHES MAKERS.

Are now showing a large and varied assortment of materials suitable for the present season.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.
Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901.

THE ROBINSON PIANO CO., LIMITED.

PIANOS.
BEST VALUE IN MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

NEW VICTORIA HOTEL.
ROTISSERIE.
Meals à la Carte.
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tuition at Moderate Rates.
Madam & Farmer, Proprietors.
Hongkong, 2nd September 1901.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS!
MAXIM, BERNI, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts, at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 64 & 66, Queen's Road Central.

NEW GOODS.

PLENTY IN HAND.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901.

Hotels.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

TEAMS.	DESTINATIONS.	SAILING DATES.
SADO MARU	KOBE and YOKOHAMA	THURSDAY, 5th Dec., at Noon.
W. Thompson	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 6th Dec., at Noon.
MIKKA MARU	MOJI, KOBE, and YOKOHAMA	MONDAY, 9th Dec., at Noon.
KAGOSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 13th Dec., at Daylight.
HITACHI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Dec., at 4 P.M.
RIOJUN MARU	NAGASAKI, KOBE, and YOKOHAMA	FRIDAY, 20th Dec., at Noon.
O. Ohno	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 27th Dec., at Daylight.
YAWATA MARU	SYDNEY, and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Dec., at 4 P.M.
A. E. Moses	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 30th Dec., at 4 P.M.
WAKASA MARU		
J. B. Macmillan		
KUMANO MARU		
E. W. Haswell		
IYO MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

Steamers.	Tons.	Captains.	Proposed Sailings.
Duke of Edinburgh	3,521	J. S. Cox	Dec. 3
Tacoma	2,811	A. Dixon	Dec. 17
Victoria	3,502	J. Pantou	Dec. 27
Olympia	2,837	J. Truebridge	Jan. 10

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.
Hongkong, 26th November, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERHIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BALLAARAT,"
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 7th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. of the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
R. A. HEWITT,
Superintendent.
Hongkong, 23rd November, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

Ship.	Sailing Date.
"KURDISTAN"	about 15th Dec.
"VENOX"	15th Dec.
"ORSAV"	1901.
"AFRIDI"	about 20th Jan.
"HILGREN"	20th Jan.
"LOWTHER CASTLE"	31st Jan.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 26th November, 1901.

NOTICE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:
CELESTE BURRILL, British ship, Jaffy—Order, HENRY H. WILKIN, American ship, Yanchou—Archie, Harberg & Co.

TO LET.

GODOWN—No. 54, DUBBEL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

TO LET.

FIVE ROOMED BUNGALOW, "RHEDA,"
BONHAM ROAD. Beginning from 1st January, 1901.
Apply to
LIAO TZE SAN,
CHINA MERCHANTS STEAM NAVIGATION CO.
38, Des Vaux Road.
Hongkong, 30th November, 1901.

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RYTON TERRACE.
"THE RETREAT," MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th November, 1901.

TO LET.

EUROPEAN HOUSES, Nos. 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
208, Des Vaux Road Central.
Hongkong, 30th November, 1901.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

ST. JOSEPH'S COLLEGE, HONGKONG.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

THYRA about Dec. 15

THE Steamship

"THYRA"
will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 29th November, 1901.

To be Let.

TO LET.

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Hongkong, 31st July, 1901.

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Hongkong, 31st July, 1901.

ST. JOSEPH'S COLLEGE, HONGKONG.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	WHAMPOA	3rd instant.
SHANGHAI	WOOSUNG	9th instant.
MANILA	STUNGKIANG	12th instant.
MANILA	TAIYUAN	18th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	TAIYUAN	18th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL	PELEUS	12th December, 1901.
"	PATROCLUS	16th "
"	STENTOR	24th "
"	MEMNON	3rd January, 1902.
"	IDOMENEUS	8th "
"	TANTALUS	16th "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"MACHAON"	"	3rd Dec., 1901.
"ACHILLES"	"	10th Dec., "
"GLAUCUS"	"	24th "
"DEUCALION"	"	7th Jan., 1902.
"PELEUS"	"	21st "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 14th December, 1901.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to
ALLAN CAMERON, General Agent.
Hongkong, 22nd November, 1901. [1266c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 4th Dec., at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th November, 1901. [1321c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"DIAMANTE,"
Captain J. Rattenburg, will be despatched as above on WEDNESDAY, the 4th December, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.

Hongkong, 30th November, 1901. [1300c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Saito, will be despatched for the above Port, on WEDNESDAY, the 11th December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th November, 1901. [1226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 14th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd November, 1901. [1271c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ACARA,"
Captain Kilgour, will be despatched for the above Port, on or about 17th December.

To be followed by the Steamship "ASAMA."

Captain Bentin, on or about 27th December.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 23rd November, 1901. [1301c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"TIENTSIN"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 27th November, 1901. [13]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 28th November, 1901. [1295c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 30th November, 1901. [1]

Intimations.

WANTED.

TWO AMATEURS FOR HOSPITAL for Soldiers' Wives and Children.
Apply to
OFFICER IN CHARGE,
STATION HOSPITAL,
WELLINGTON BARRACKS.
Hongkong, 28th November, 1901. [1297c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT
AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.
Apply to
G. GIRAULT,
Hongkong, 20th August, 1901. [667c]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
J. EYES FLUID
SANTARY SOFT SOAP.
SANTARY SOFT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1901. [47]

LEVY HERMANOS.

DIAMOND MERCHANTS JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

"STEAM"
C/o The Hongkong Telegraph.
Hongkong, 10th August, 1901.

FOR SALE.

THE cruising yawl "MADGE," 26 feet long by 7 feet beam. Teak built, copper fastened, and lead keel, designed by Mr. A. DENISON. This three-ton yawl lies in the boatshed at the Kowloon Dock, Hongkong, and has been laid up for the past two seasons.

Apply to
"YACHT"
C/o The Office.
Hongkong, 13th November, 1901.

A. LING & Co.,
FURNITURE STORE,
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [142c]

ENTIRELY NEW STOCK of the Newest Patterns in Cloth, Canvas, and Dicks. Complete Gentlemen's Outfittings.
Hongkong, 20th August, 1901. [195c]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—3, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 19th August, 1901. [39]

For Nervous Exhaustion

CHAPOTEAUT'S

Phosphoglycerate

OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, neuralgia, hysteria, dyspepsia, of nervous origin, and general weakness. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

8, rue Vivienne, PARIS-FRANCE

THE EXECUTION OF CZOLGOSZ.

AUBURN, (N. Y.), October 29th.

They killed Leon Czolgosz swiftly, decorously and without a hitch or accident in the execution chamber of the State Prison this morning. The assassin went to his death an anarchist and an infidel. His moments of penitence had passed and almost his last word was a declaration that he was not sorry for what he had done.

So, six weeks after his crime, the assassin of the President died. Now not even his body cumbered the earth. There are no death masks, no gruesome exhibits in jars. Czolgosz's body will, by the time this is read, have been consumed by the chemicals that were poured upon it in the grave. Six barrels of quick lime and a carboy of sulphuric acid transformed the deep pit in the prison plot into a caldron of liquid fire that seethed and bubbled to the very feet of the convicts who were shovelling back the earth into the assassin's grave. No guards were placed above the sinister mound. None was needed for the uncovering of that pit of fire by ghouls or body snatchers is beyond the range of possibility.

The story of the execution of the President's assassin is told in The Examiner by those who witnessed it, officials physicians and laymen. It demonstrated that the wretch who struck down the nation's chief was no madman, but a creature sound in body and brain whose hideous repulsive was not palliated in any degree by a clouded mind.

That he died stolidly, brutally and with malevolent words on his lips, relieved only by a regret that he had not seen his father, was a surprise to the jailers who had watched him through his trial and imprisonment. Their prophecy was that at the last he would beg for mercy and shriek his fear and have to be carried struggling to his death.

The execution was carried through with the precision of clockwork. It was not four minutes after the door between the chamber of the condemned man and the deathroom opened to let Czolgosz through that the prison physician, with his ear to the murderer's breast announced that his life was done. The whole matter, the preparation, the execution and the disposal of the body was accomplished as well as such a thing could be done. There was the minimum of disturbance all through it, and half an hour after the assassin was killed the thousands of convicts in the big prison were quietly at work. There was no crowd outside the penitentiary gate, and the routine of the institution was going on as quietly and mechanically as ever.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Victoria*, connecting with the steamer *Valletta*, at Colombo, from London, Oct. 31.—To Yokohama: Mr. C. W. Hughes. To Hyogo: Mr. Cordner. To Shanghai: Mr. E. J. Batt. To Hongkong: Misses Tabberer, Church, Codrington, Johnson, Jones, Aston, Hon. and Mrs. Goodman and 2 children, Misses Goodman (2), Mrs. Meyer and child, Messrs. A. C. Stewart, E. W. Rogers, J. S. Hutcheson, Sub-Lieut. Le Mothe, Mr. and Mrs. R. Abenheim, Sub-Lieut. B. H. M. Bradford, Sub-Lieut. J. M. M. Scott. To Manila: A. McC. Stewart. To Singapore: Mr. Brackenbury, Mr. and Mrs. Huxham, Mr. A. G. Buncher, Miss George. From Marseilles, Nov. 8.—To Hongkong: Lieut. W. Disney, Mr. F. W. Lote. To Singapore: Mr. Macmillan. To Penang: Mr. W. J. Mahony, Miss Shaw.

Per P. and O. steamer *Malacca*, from London, Nov. 2.—To Shanghai: Rev. J. S. Adams and family. To Hongkong: Misses A. E. Bull, Fisher.

Per P. and O. steamer *Rome*, connecting with the steamer *Bengal* at Colombo, from London, Nov. 14.—To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons. To Singapore: Messrs. H. F. Bronnall, Swann, Ogilvie, F. S. Odani. To Penang: Mr. Lupton. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son. To Hongkong: Dr. and Mrs. Clift. To Singapore: Mr. A. E. Stiven. To Penang: Messrs. A. T. Bryant, D. Butler.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Finch, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon. To Manila: Mr. G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Cornwall*, at Colombo, from London, Nov. 29.—To Shanghai: Mr. and Mrs. W. McAustan, Mr. R. D. Ballantine, Mr. de Bretteville. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per Norddeutscher Lloyd steamer *Princess Irene*, from Bremen, Oct. 31.—To Yokohama: Mr. Conder. To Nagasaki: Miss Grace Nott. To Shanghai: Misses Cooper, Raddar, Watney, Mrs. Erskine and child, Mrs. Gear and children, Mr. and Mrs. Dempsey, Mr. Laing, Mrs. McCracken, Mrs. Paramore and family, Mr. and Mrs. Parker, Mr. and Mrs. Cameron and child, Mrs. Roger, Mrs. Mitchell and party, Mrs. Bonar, Mrs. Dyer, Mrs. McDonald, Miss Calvert, Mr. and Mrs. Parker. To Hongkong: Mrs. Bardsley and child. To Singapore: Mr. Mrs. and Miss Scott, Mr. Tate, Mrs. Bell Irving, Miss Bernard, Mr. G. Campbell.

Per Nippon Yusen Kaisha steamer *Sado Maru*, from London, Oct. 25.—To Yokohama: Dr. M. Ikoma, Messrs. H. Okumura, Y. Fukuda. To Kobe: Messrs. F. Stone, A. Masugi, Rev. A. Miyake. To Shanghai: Messrs. F. Pickwick, J. Beyn, Mr. and Mrs. J. Morrison, Mr. Bryce. To Hongkong: Mr. and Mrs. C. Piercy, Jun., and family, Messrs. C. H. Hogg, W. Welch, G. Welch, M. Holliday, Mr. and Mrs. P. McIntyre. To Manila: Mr. W. Johnson.

To Bangkok: Messrs. Nai Hoe, Nai Chome. To Singapore: Mr. and Mrs. R. D. Bland, Mrs. Haines, Mr. and Mrs. J. Mackay, Mr. and Mrs. D. M. Horne, Mrs. V. Hamilton, Mr. Thompson, Mrs. W. Hunter, Messrs. Morrell, J. Rae, C. Voce, J. Leopold.

Shipping.

Arrivals.

TRUM, Norwegian steamer, 710, Hans Dahl, 30th Nov.—Haiphong 27th Nov., and Haiphong 29th, General—A. R. Marty.

NASHING, British steamer, 1,136, R. Sanderson, 30th Nov.—Chinkiang 25th Nov., General—Butterfield & Swire.

ERNEST SIMONS, French steamer, 2,162, A. Vaquier, 1st Dec.—Yokohama 21st Nov., Mails and General—Messageries Maritimes.

MACHAON, British steamer, 4,276, R. C. Thompson, 1st Dec.—Shanghai 29th Nov., General—Butterfield & Swire.

SULLBERG, German steamer, 782, J. Jensen, 1st Dec.—Haiphong 28th Nov., Rice—A. R. Marty.

CHINA, German steamer, 1,113, E. Krubbe, 1st Dec.—Manila 27th Nov., Ballast—E. A. Trading Co.

MARA KOLB, German steamer, 1,719, G. Kneib, 1st Dec.—Moji 25th Nov.—Coals—E. A. Trading Co.

NANYANG, German steamer, 1,060, E. Hass, 1st Dec.—Newchwang 27th Nov., Tea—E. A. Trading Co.

YARRA, French steamer, 2,115, Negre, 1st Dec.—Marseilles and Saigon 28th Nov., Mails and General—Messageries Maritimes.

GHKANG CREW, British steamer, 1,213, H. C. D. Frampton, 1st Dec.—Singapore 23rd Nov., General—Chinese.

WHAMPOA, British steamer, 1,126, H. E. Laver, 2nd Dec.—Canton 1st Dec., General—Butterfield & Swire.

OLIMPO, Austrian steamer, 2,242, A. G. Goanich, 2nd Dec.—Noji 26th Nov., Coal—Bradley & Co.

WOOSUNG, British steamer, 1,109, M. Dowson, 2nd Dec.—Shanghai 28th Nov., General—Butterfield & Swire.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 2nd Dec.—Canton 1st Dec., General—E. A. Trading Co.

LOONGMOON, German steamer, 1,245, R. Schuldt, 2nd Dec.—Shanghai 29th Nov., General—Siemssen & Co.

Clearances at the Harbour Office.

Kaga Maru, Japanese str., for Shanghai.
Jacob Diederichsen, German str., for Hoihow.
Patera, British str., for Amoy.

Richmond, British str., for Sourabaya.
Woosung, British str., for Canton.
Quarta, German str., for Chinkiang.
Kongnam, British str., for Canton.

Chiang Chew, British str., for Swatow.
Machoon, British str., for Singapore.
Dukang Fife, British str., for Moji.

Departures.

Dec. 1, Tientsin, British str., for Kobe.
Dec. 1, Hailan, British str., for Swatow.
Dec. 1, Tataros, German str., for Singapore.

Dec. 1, Trigonia, British str., for Palembang.
Dec. 1, W. H. Conner, Amr. ship, for Baltimore.
Dec. 1, Germania, German str., for Bangkok.

Dec. 1, Michael Jensen, Ger. str., for Hoihow.
Dec. 2, Ernest Simons, French str., for Europe.
Dec. 2, Hikosan Maru, Japanese str., for Moji.

Dec. 2, Daigai Maru, Japanese str., for Swatow.
Dec. 2, Windland, Danish str., for Amoy.
Dec. 2, Flandria, German str., for Canton.

Dec. 2, Zaira, Portuguese gunboat, for Macao.
Dec. 2, Endymion, British cruiser, for Tal-po.
Dec. 2, Walworth, British surveying ship, for Tal-po.

Dec. 2, Yarra, French str., for Shanghai, &c.
Dec. 2, Kaga Maru, Japanese str., for Seattle.
Dec. 2, Emma, German str., for Chinkiang.

Dec. 2, Ness, British str., for Moji.
Dec. 2, Quarta, German str., for Chinkiang.
Dec. 2, Elba, Italian cruiser, for Home.

Dec. 2, Vetter Phant, Italian cruiser, for Home.
Dec. 2, Veuvia, Italian cruiser, for Shanghai.
Dec. 2, Lombardia, Italian cruiser, for Shanghai.

Dec. 2, Marco Polo, Italian cruiser, for Shanghai.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, Stow & Amoy.	Maiduru Maru	Mitsui Bussan Kaisha.	Dec. 17.
Bremen & Ports of Call.	Preussen	Melchers & Co.	Feb. 5, at noon.
" " "	Hamburg	"	Feb. 19, at noon.
" " "	Sachsen	"	Mar. 5, at noon.
" " "	Kiautschou	"	Mar. 19, at noon.
" " "	Bayern	"	April 2, at noon.
" " "	Stuttgart.	"	Dec. 11, at noon.
" " "	König Albert.	"	Dec. 15, at noon.
" " "	Prinzess Irene	"	Jan. 5, 1902, at noon.
" " "	Prinze Karlrich	"	Jan. 22, 1902, at noon.
B'bay v. Spore & C'mbo	Milke Maru	Nippon Yusen Kaisha.	Dec. 6, at noon.
P'chow v. Stow & Amoy	Anping Maru	Mitsui Bussan Kaisha.	Dec. 4, at Daylight.
Havre and Hamburg	Suevia	Hamburg-Am'ka Linie	Dec. 12.
" " "	Nürnberg	"	Jan. 6.
" " "	Serbia	"	Dec. 28.
" " "	Strassburg	"	Jan. 13.
" " "	Sambia	"	Jan. 28.
" " "	Ambria	"	Feb. 12.
Japan	Yawata Maru	Nippon Yusen Kaisha.	Dec. 20, at noon.
Kobe and Yokohama	Sado Maru	Nippon Yusen Kaisha.	Dec. 5, at noon.
Liverpool	Ixion	Butterfield & Swire	Dec. 18.
" " "	Satsuma	"	Jan. 15.
London	Machoon	"	Dec. 3.
" " "	Achilles	"	Dec. 10.
" " "	Glaucus	"	Dec. 24.
" " "	Deucalion	"	Jan. 7.
" " "	Peleus	"	Jan. 21.
" " "	Glenroy	"	Dec. 14.
London & Ports of Call.	Ballaarat	P. & O. S. N. Co.	Dec. 7, at noon.
Manila v. Amoy	Diamante	Shewan, Tomes & Co.	Dec. 4, at noon.
Marseilles, London, &c	Oriental	P. & O. S. N. Co.	Mar. 29, 1902.
" " "	"	"	April 12, 1902.
" " "	Hitchi Maru	Nippon Yusen Kaisha.	Dec. 13, at daylight.
" " "	Wasaka Maru	"	Dec. 27, at daylight.
Moji, Kobe & Y'hama.	Kagoshima Maru.	"	Dec. 9, at noon.
New York	Manuel Llaguno	Shewan, Tomes & Co.	quick despatch.
New York v. Suez Canal	Kurdistan	Dodwell & Co., Ltd.	Dec. 5.
" " "	Lennox	"	Dec. 15.
" " "	Oronsay	"	Dec. 31.
" " "	Asama	Shewan, Tomes & Co.	Dec. 27.
" " "	Acara	"	Dec. 17.
Portland, (Or.)	Indravilli	Allan Cameron	About Dec. 14.
San Diego & San Fco.	Jaletika	Butterfield & Swire	About Dec. 15.
S. Francisco v. Japan	Hongkong Maru	Toyo Kisen Kaisha.	Dec. 21, at noon.
" " "	Nippon Maru	"	Jan. 18, at noon.
" " "	City of Peking	Pacific Mail S.S. Co.	Dec. 7, at noon.
" " "	China	"	Dec. 31, at noon.
" " "	Doric	O'dental & O'tal S.S. Co.	Jan. 9, at noon.
" " "	Gaelic	"	Dec. 14, at noon.
Shanghai	Whampoa	Butterfield & Swire	About Dec. 9.
" " "	Iwa	P. & O. S. N. Co.	About Dec. 7.
" " "	Yuleitika	"	Dec. 3.
Spore, Penang & C'tia.	Catharina	D. Saseoon, Son & Co.	Dec. 3, at 3 p.m.
Sydney & Melbourne	Eastern	G. Livingston & Co.	Dec. 17, at 4 p.m.
" " "	Kumano Maru	Nippon Yusen Kaisha.	Dec. 27, at 4 p.m.
Tamami v. Amoy & Stow	Daljin Maru	Mitsui Bussan Kaisha.	Dec. 8.
Vancouver, v. St'ai, &c	Empress of Japan.	Canadian P'fic R. Co.	Dec. 18, at noon.
" " "	Empress of China	"	Jan. 15, at noon.
" " "	Empress of India.	"	Feb. 12, at noon.
" " "	Athenian	"	Dec. 4, at noon.
" " "	Tartar	"	Jan. 20, at noon.
Victoria, B.C., &c	Duke of Fife	Dodwell & Co., Ltd.	Dec. 3.
" " "	Victoria	"	Dec. 17.
" " "	Olympic	"	Dec. 27.
" " "	Iyo Maru	"	Jan. 10.
" " "	Riojun Maru	Nippon Yusen Kaisha.	Dec. 30, at 4 p.m.
" " "	"	"	Dec. 16, at 4 p.m.

Post Office.

A Mail will close:

For Canton—Per *Fathian*, to-morrow, the 3rd instant, at 7.30 A.M.
 For Haiphong—Per *Trym*, to-morrow, the 3rd instant, at 9 A.M.
 For Singapore—Per *Maclachan*, to-morrow, the 3rd instant, at 11 A.M.
 For Maki, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Duke of Kile*, to-morrow, the 3rd instant, at 11 A.M.
 For Macao—Per *Hanani*, to-morrow, the 3rd instant, at 1.15 P.M.
 For Swatow, Amoy and Foochow—Per *Thaler*, to-morrow, the 3rd instant, at 2 P.M.
 For Singapore, Penang and Calcutta—Per *Catherine Apcar*, to-morrow, the 3rd instant, at 2 P.M.
 For Shanghai—Per *Whampoa*, to-morrow, the 3rd instant, at 4 P.M.
 For Swatow, Amoy and Foochow—Per *Anping Maru*, to-morrow, the 3rd instant, at 5 P.M.
 For Canton—Per *Hankow*, to-morrow, the 3rd instant, at 5 P.M.
 For Shanghai, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, on Wednesday, the 4th instant, at 11 A.M.
 For Amoy and Manila—Per *Diamante*, on Wednesday, the 4th instant, at 11 A.M.
 For Europe, &c., India, via Tuticorin—Per *Ballaarat*, on Saturday, the 7th instant, at 10.45 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking*, on Saturday, the 7th instant, at 10.45 A.M.
 For Shanghai—Per *Woosung*, on Monday, the 9th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Stuttgart*, on Wednesday, the 11th instant, at 11 A.M.
 For Manila—Per *Sungliang*, on Thursday, the 12th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 13th instant, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Wednesday, the 13th instant, at 4 P.M.

EXCHANGE.

Hongkong, 2nd December.

ON LONDON, Telegraphic Transfer	1/11
Bank Bills, on demand	1/15 1/16
Credits, 4 months' sight	1/10 5/16
D'cents, 4 months' sight	1/10 7/16
ON BERLIN, (demand)	M. 1.86 1/2
ON PARIS, Bank Bills, on demand	2.30
Credits, 4 months' sight	2.34
ON NEW YORK, Bank Bills, on demand	44 1/2
Credits, 30 days' sight	45 1/2
ON BOMBAY, Telegraphic Transfer	136 1/2
On demand	136 1/2
ON SHANGHAI, Telegraphic Transfer	73 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	108 1/2 prem.
Sovereigns, Bank's Buying Rate	\$10.88
Gold Leaf 100 touch, per tael	\$5.70
Bar Silver	25 1/2
Dollars	nom.

OPTUM QUOTATIONS.

Hongkong, 2nd December.

To-day's quotations are as follows:	
BENGAL—New Patna	@ 920/25
Old Patna	@ 907 1/2
Old Benares	@ 920/00
Per picul	
MALWA—New	@ 900/10
Last year's	@ 910/20
2 1/2 years' old	@ 920/30
3 1/2 years' old	@ 930/40
Putterfore	@ 950
PERSIAN—Superior drug was sold	@ 670

RIVER STEAMERS, SOHOONERS, AND LOCHAS.

<i>Fathian</i> , British steamer, 1,425, Lossius—Hongkong, Canton, and Macao Steamboat Co.	
<i>Ho-nam</i> , British steamer, 1,377, H. D. Jones—Hongkong, Canton, and Macao Steamboat Co.	
<i>Pawan</i> , British steamer, 1,873, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.	
<i>Hankow</i> , British steamer, 2,252, C. V. Lloyd—Butterfield & Swire.	
<i>Hoi-long</i> , Chinese steamer, 400 tons, Captain—Chi Wo & Co.	
<i>Tai-on</i> , British steamer, 728, J. Lawrence—Tai On Steamship Co.	
<i>Pak Kong</i> , British steamer—Kwong Wan S.S. Co.	
<i>Kong Nam</i> , British steamer, T. Austin, R.N.R.,—Chinese Owned.	

Hongkong and Macao.

<i>Lungshan</i> , British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.	
<i>Kiangtung</i> , Chinese steamer, 583, R. J. Maclean—China Merchant Steam Navigation Co.	

Canton and West River.

<i>Nanning</i> , British steamer, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.	
<i>Saiman</i> , British steamer, W. Dixon—Hongkong, Canton and West River Steamboat Co.	

VESSELS IN PORT.

<i>AMICO</i> , German steamer, 822, J. Hansen, 30th Nov.—Canton 30th Nov. General—Jebson & Co.	
<i>ANPING MARU</i> , Japanese steamer, 1,056, K. Sudzuki, 30th Nov.—Swatow 29th Nov. General—Mitsui Bussan Kaisha.	
<i>ATHENIAN</i> , British steamer, 3,852, H. Mowat, 14th Nov.—Shanghai 11th Nov. General—C. P. R. Co.	
<i>BRAND</i> , Norwegian steamer, 1,520, John Thronsen, 30th Nov.—Moj 23rd Nov. Coal and Cokes—Dodwell & Co., Ltd.	
<i>CATHERINE APCAR</i> , British steamer, 1,730, S. H. Belton, 26th Nov.—Calcutta 9th Nov. Penang and Singapore 19th Nov. General—David Sassoon, Sons & Co.	
<i>CHOWA</i> , German steamer, 1,055, A. Musing, 30th Nov.—Bangkok 24th Nov. Rice and Wood—Butterfield & Swire.	
<i>CITY OF PEKING</i> , British steamer, 3,128, J. T. Smith, 20th Nov.—San Francisco 31st Oct. and Shanghai 29th Nov. Mails—Jebson & Co.	

DECIMA, German steamer, 794, H. Schlicker, 20th Nov.—Saigon 23rd Nov. Rice—Siemens & Co.

DEUCALION, British steamer, 4,476, G. Keny, 28th Nov.—Singapore 22nd Nov. General—Butterfield & Swire.

DEUTEROS, German steamer, 1,001, F. Frahm, 20th Nov.—Chefoo 24th Nov. Beans and General—Siemens & Co.

DIAMANTE, British steamer, 1,251, J. Rattenbury, 29th Nov.—Manila 25th Nov. General—Shewan, Tomes & Co.

DR. HANS JERG KIER, Norwegian steamer, 691, Larsen, 18th Nov.—Haiphong 16th Nov. Rice—A. R. Marty.

DUKE OF FIFE, British steamer, 3,547, J. S. Cox, 18th Nov.—Tacoma, U.S.A. 17th Oct. General—Dodwell & Co., Ltd.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast—Brand & Co.

EMPRESS OF JAPAN, British steamer, 5,001, H. Pybus, R.N.R., 20th Nov.—Vancouver B.C. 5th Nov. and Shanghai 24th Mails and General—C. P. R. Co.

ESMERALDA, British steamer, 966, J. McGinty, 17th Nov.—Cebu, P.I. Nov. Hemp—Shewan, Tomes & Co.

FORMOSA, British steamer, 674, A. E. Hodgins, 30th Nov.—Tamsui 27th Nov. Amoy 28th, and Swatow 29th, General—Douglas, Lapraik & Co.

HOP SANG, British steamer, 1,359, H. Roope, 26th Nov.—Moj 21st November, Coal—Jardine, Matheson & Co.

JACON DIEDERICHSEN, German steamer, 623, G. Schlicker, 30th Nov.—Haiphong 26th Nov. General—Jebson & Co.

KOHSHICHANG, German steamer, 1,291, Leuss, 26th Nov.—Bangkok 17th Nov. General—Butterfield & Swire.

KUTSANO, British steamer, 1,495, T. W. Selby, 18th Nov.—Java 18th Nov. Sugar—Jardine, Matheson & Co.

KVARVEN, Norwegian steamer, 1,574, J. Kanity, 25th Nov.—San Francisco via Moj 18th Oct. Flour—Butterfield & Swire.

LAL TOC, Spanish steamer, 185, Fabbagat, 17th Nov.—Manila 13th Nov. Ballast—A. R. Marty.

LOVAL, German steamer, 1,237, J. Weidlich, 27th Nov.—Samarang 14th Nov. Sugar—Sander, Wieler & Co.

MONGKUT, German steamer, 857, Göttsche, 15th Nov.—Bangkok 7th Nov. Rice—Butterfield & Swire.

NEPTUNE, British steamer, 2,178, James Walker, 26th Nov.—New York 27th Sept. Coal Oil—Standard Oil Co.

PITSANULOK, German steamer, 1,267, R. Illing, 10th Nov.—Bangkok and Koh-si-chang 2nd Nov. General—Butterfield & Swire.

RAJABURI, German steamer, 1,189, A. Alhlim, 28th Nov.—Bangkok 20th Nov. Teakwood and Rice—Butterfield & Swire.

RICHMOND, British steamer, 1,314, L. R. Mann, 10th Nov.—Geraldton, W.A. 25th Oct. Sandalwood—Siemens & Co.

SANDAKAN, German steamer, 1,374, Brandstetter, 12th Nov.—Sandakan 6th Nov. Timber and General—Melchers & Co.

SATURN, American steamer, 1,617, Frank E. Foso, 14th Nov.—Shanghai 11th Nov. General—Standard Oil Co.

SENECA, British steamer, 3,137, R. Cormack, 27th Nov.—New York 26th Sept. Petro-leum—Standard Oil Co.

TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug. General—Dodwell & Co., Ltd.

Sailing Vessels.

<i>DUDHOPE</i> , British ship, 1,866, A. Low, 3rd Nov.—Barry Dock Wales 27th June, Coal—Order.	
<i>GEORGE T. HAY</i> , British ship, 1,847, E. Spice, 20th Oct.—Cebu 8th Oct. Ballast—Ara-hold, Karberg & Co.	
<i>HERZOK JOHANN ALBRECHT</i> , German schooner, 701, Andersen, 10th October—Manila 6th Oct. General—Master.	
<i>LUCIA</i> , British ship, 640, Andersen, 2nd Oct.—Rajong 6th Sept. Timber—Master.	
<i>OSBERGA</i> , British bark, 960, Denmore, 4th Nov.—Manila 1st Nov. Ballast—Order.	
<i>SEA-WITCH</i> , American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast—Master.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

<i>Alacrity</i> , despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Craddock, Hongkong.	
<i>Albion</i> , 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Japan.	
<i>Algerine</i> , sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.	
<i>Arethusa</i> , 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.	
<i>Argonaut</i> , 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.	
<i>Astraea</i> , 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.	
<i>Aurora</i> , 1st-class cruiser, 5,500 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.	
<i>Blenheim</i> , 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.	
<i>Brantley</i> , 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.	
<i>Brisk</i> , 3rd-class cruiser, 1,700 tons, 6 guns, 1,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.	
<i>Britomart</i> , 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Tokyo.	
<i>Creasy</i> , 1st-class battleship, 12,000 tons, Capt. Tudor, Taipei.	
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. G. Pakenham, Hongkong.	
<i>Editha</i> , 3rd-class cruiser, 5,500 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.	
<i>Endymion</i> , 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taipei.	
<i>Esk</i> , coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
<i>Fama</i> , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 3,400 h.p., in reserve.	
<i>Firebrand</i> , 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Powall, Hongkong.	
<i>Glory</i> , 1st-class flagship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, Hongkong.	
<i>Golfair</i> , 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.	
<i>Hart</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.	
<i>Hardy</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.	
<i>Hammer</i> , storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.	
<i>Janus</i> , torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.	
<i>Ocean</i> , 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Hingham, Japan.	
<i>Orlando</i> , 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.	
<i>Otter</i> , torpedo-boat destroyer, 350 tons, 6 guns, 3,400 h.p., Lieut. and Comdr. C. P. Mansel, Japan.	

Phania, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. H. Nicholson, Shanghai.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, Haiphong.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plouër, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Waits Jones, Hongkong.

Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.

Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. Webster, West River.

Roarua, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. W. Hamilton, Wei-hai-wei.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.

Swift, 2nd-class gunboat, 765 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Twined, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Taipei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, U.S.C., Hongkong.

Wivern, coast defence ship, 2,550 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangtun.

Woodward, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

<i>Aspern</i> , Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
<i>Holland</i> , Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.	
<i>Kaiserin Elisabeth</i> , Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.	
<i>Koningin Wilhelmina der Nederlanden</i> , Dutch cruiser, 8 guns, 4,600 tons, 9,900 h.p., Capt. P. Rostum, Swatow.	
<i>Leopold</i> , Austrian cruiser, 1,600 tons, Captain Müller, Saigon.	
<i>Liberal</i> , Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.	
<i>Maria Theresa</i> , Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.	
<i>Piet Hein</i> , Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.	
<i>Zaire</i> , Portuguese gunboat, 530 tons, Captain Mello, Macao.	

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

<i>The Russian Squadron.</i>	
<i>Admiral Koroleff</i> , Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
<i>Admiral Nakhimoff</i> , Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.	
<i>Alcutin</i> , Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.	
<i>Bobra</i> , Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.	
<i>Dimitri Donskoy</i> , Russian armoured cruiser, 5,895 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.	
<i>Gaidamak</i> , Russian gunboat, 490 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serberben-ski, at Taku.	
<i>Gremitskiy</i> , Russian armoured cruiser, 1,492 tons, twin-screw, 12 guns, 2,000 h.p., Capt. Mikhalovsky, at Shanghai.	
<i>Koreyets</i> , Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.	
<i>Mandouy</i> , Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.	
<i>Navarin</i> , Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.	
<i>Nayedinsk</i> , Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanne, at Nagasaki.	
<i>Otvarny</i> , Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copianski, at Shanghai.	
<i>Petrogradski</i> , Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.	
<i>Polistava</i> , Russian battleship, 10,960 tons, 11,355 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	
<i>Rosita</i> , Russian armoured cruiser, 4,200 tons, 22 guns, 14,500 h.p., Capt. Dmizjoff, at Nagasaki.	
<i>Roraynik</i> , Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.	
<i>Rurik</i> , Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	
<i>Sevastopol</i> , Russian battleship, 12,000 tons, 13,000 h.p., 16 guns, Capt. Maleusky, at Nagasaki.	
<i>Silach</i> , Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
<i>Sissoi Veliky</i> , Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.	
<i>Stovuch</i> , Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	
<i>Sueaborg</i> , 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.	
<i>Vladimir Monomach</i> , Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.	
<i>Vostok</i> , Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
<i>Vsadinik</i> , Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogalia, at Taku.	
<i>Zablina</i> , Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.	

<i>(1st and 2nd class.)</i>	
<i>Delphin</i> , Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.	
<i>Forel</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Jantchik</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	
<i>Karakas</i> , Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.	
<i>Koi</i> , Russian torpedo boat, 350 tons, Captain Kivinsky, at Shanghai.	
<i>Nargan</i> , Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	
<i>Novorossiysk</i> , Russian torpedo boat, 87 tons, 4 guns, 1,900 h.p., 22 knots.	
<i>Podarinnik</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Stik</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Skat</i> , Russian torpedo boat, 23 tons, Captain Smilow, at Shanghai.	

Skorpion, Russian torpedo boat, 33 tons, 1 gun, 220 h.p., 16 knots.

Soolchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Soni, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaud, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Suguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borga, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 130 tons, 4 guns, 1,800 h.p., 22 knots.

Flagship of Vice-Admiral Alexeieff.

Flagship of Rear-Admiral F. V. Dubosoff.

Flagship of Rear-Admiral Reouloff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

Furst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.

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